

Recognized Authority on
Connellsville Coke Trade.

The Weekly Courier

Circulates Wherever Coke
is Manufactured or Used.

VOL. 36, NO. 42.

CONNELLVILLE, PA., THURSDAY MORNING, APRIL 30, 1914.

EIGHT PAGES.

Prices and Prospects.

FURNACES GO OUT BUT COKE PRICES STAND PAT AT \$2

**Prompt Coke in Odd Lots
Sells Slightly
Under.**

HAND-TO-MOUTH COKE BUYERS

Steel Production Recalling and Rumors
of Merchant Furnaces Blowing Out
Make Outlook For From Bright
Foundry Coke Down to \$1.50 Ton.

Special to The Weekly Courier.
PITTSBURGH, April 29.—The market
has shown no improvement whatever
in the past week, but the situation
is promising to the extent that coke
prices have not softened in face of
rumors of further decreases in con-
sumption. The National Tube Com-
pany is blowing out three furnaces, at
Wheeling, McKeesport and Lorain.
The Republic Bessemer steel plant at
Youngstown, Pa., is blowing out
slightly. There are rumors of several
merchant furnaces likely to blow out
within the next few weeks, but nothing
definite has been announced.

There has been a little buying of
prompt furnace coke at \$1.90, but the
requirements have been very limited.
It is thought that to move any con-
siderable tonnage \$1.85 or less would
have to be quoted. The prompt market
is not quite so active as it was for
\$1.85 to \$1.90, for it is known that
even for shipment over the whole
month of May some sellers could be
found at \$1.90, and it is intimated that
this figure might be done for
May and June together. There is,
however, no inquiry for these deliveries
as consumers who are not covered are
providing for their requirements by
small hand-to-mouth purchases.

So far as can be learned the oper-
ators who have been suffering for
some time to the extent of \$2.00
regular contracts have not departed
from this attitude, and the contract
market is quotable on this basis, with
the proviso, however, that a month's
delivery this price could be
shaded in a few quarters.

Prompt foundry coke of excellent
grade has been in demand for a
week, but some standard foundry
coke can be picked up at concessions.
The general market is quotable un-
changed from a week ago, as follows:
Prompt foundry coke, \$2.00
Contract foundry coke, \$1.95
Contract furnace coke, \$1.85

The pig iron market is, if possible,
more stagnant than it was a week or
two ago. Consumers are placing
orders for the smallest quantities.
When they do buy they insist
on very quick delivery, indicating
that their stocks are very low. The
pig iron market is suffering chiefly
from lack of actual consumption.
There is no deadlock between buyers
and sellers. What view consumers
have as to prices cannot be ascer-
tained as they are not interested in
large tonnages and for the small ton-
nages required from time to time they
do not hesitate to pay prices asked.
The merchant furnaces in the valleys
are not turning out much if any more
than half their full output, and only two
valley furnaces are making foundry
iron for the market. Prices are
quotable as follows: Bessemer,
\$14.00; basic, \$13.00; malleable,
\$12.50; No. 2 foundry, \$12.75; all at
\$13.50; gray, \$12.75; all at
\$13.50; Pittsburgh, 90 cents higher at
delivered prices.

BRICKS FROM SAWDUST

Are Manufactured in British Columbia
for \$3 a Ton.

Two firms in British Columbia have
been experimenting with some de-
gree of success, in the manufacture
of bricks from sawdust and other
refuse of the lumber industry. In the
manufacture, tar, pitch or petroleum
waste is used as a binder, and coal
slack or clay as filler. The bricks
completed contain about 65 per cent
of wood refuse, 25 per cent of coal
and 10 per cent of binder, and a ton
of briquet waste about one-third less
than an equal quantity of coal.

It has been demonstrated, accord-
ing to the Daily Consul and Trade
Reports, that the briquets can be
made at a cost of \$2 a ton, including
depreciation of plant, interest on
capital invested, insurance, etc.

OUT SWITCHING CHARGES.

Peasey and B. & O. Agree to Big
Reduction to Prevent Suit.

According to an announcement just
made, the Baltimore & Ohio and the
Pennsylvania railroads have agreed to
reduce their switching charges in
Johnstown from \$1.30 to 20 cents.

The announcement follows the com-
plaint of a number of Johnstown com-
panies, which finally all withdrew and
left the field to M. Closser & Sons, in
a petition for relief by the Public
Service Commission. The protest was
withdrawn as a result of the reduc-
tion.

Gets Seaboard Contract.
The Clinchfield Coal Corporation
has contracted with the Seaboard
Line railway to deliver 25,000 tons
from the mines in Russell county, Vir-
ginia, 900,000 tons of steam coal.

STEEL CORPORATION EARNS \$18,000,000 LAST QUARTER

But Results Was Accurately Forecasted.
Steel Prices Getting Softer.
Operations Decreasing.

Special to The Weekly Courier.
NEW YORK, April 29.—The Amer-
ican Metal Market and Daily Iron &
Steel Report will review the steel and
iron situation tomorrow as follows:
Earnings of the Steel Corporation
in the first quarter, just announced at
\$17,594,381, are precisely in line with
published forecasts of \$18,000,000,
and thus no fresh information as to
trade conditions is furnished by the
statement. Earnings at the present
time are probably running a trifle less
than the March rate, but better than
the first quarter rate as a whole.
Steel prices are softened very little,
and this reflects a condition of their
being very close to the cost line rather
than any resiliency in the market.
There are some slight declines in
black sheets can be done at 1.85c,
galvanized sheets at 2.50c and tin
plates at \$2.30, in the case of very de-
liverable and about 45% of capacity. The
shape are still firm at 1.15c, even
firmer than a week or two ago. At
the same time single carloads can
usually be secured at 1.15c if the spec-
ifications are good.

Steel mill operations are decreas-
ing slightly, but the industry is still
running at a general average of
about 45% of capacity. The Republic
Bessemer plant at Youngstown has
been down since the beginning of last
week, but the closing is only tempo-
rary. The Riverside plant of the Na-
tional Tube Company will close Fri-
day.

Sentiment in the steel trade con-
tinues to be favorable for an upturn
either in the near future or an upturn
fall, on the basis that a fair rate of
operation is still maintained even
though buyers are extremely reserved
about making any commitments.
Pig iron is quiet in all markets, but
furnaces are fairly firm in their
attitude of blowing out rather than
reducing prices, should demand
about making any commitments.

FATAL ACCIDENTS FEWER

Department of Mines Shows Decline
in Death Toll.

A statement issued by the State
Department of Mines shows that fatal
accidents in and about the numerous
coal mines for the three months end-
ing March 31, 1914, numbered 135,
as against 126 for the same period in
1913. The latest accident numbered
98 as against 112 and the accident
on the surface 10 as against 14.
Of the 53 killed during 1914, 56
by suffocation from gas, 24 by mine
caves, 2 by premature blasts, 2 by fall-
ing into shafts and slopes, and 8 by
miscellaneous causes.

In 1913, 75 were killed by falls, 24
by gas, 2 by explosives, 1 by blast
and 9 by miscellaneous causes.

During 1914 the inside fatal acci-
dents were 14 less than in 1913. The
accidents on the surface were 4 less
in number.

NINE EXAMINATION

Will Be Held for Eleventh District in
Scottsdale Soon.

An examination for the Eleventh
Birmingham Inspection District for
candidates for fire boss certificates
and mine foremen and assistant mine
foremen will be held in the fourth
district of the Scottsdale building,
on May 5, 6, 7 and 8, commencing at
9 o'clock each day. Those wishing to
be examined for fire boss certificates
will be required to be present on the
8th of May only.

The applicants must give notifica-
tion in writing to the board at least
five days prior to the examination. All
applicants are required to take the
examination in the district in which
they live. The board is headed by
State Mine Inspector E. D. R.
Blower of Scottsdale, with W. E. Hel-
derson and Robert Blackburn as fel-
low examiners.

NAVIGATION OPENS.

Vessels Moving in the Lakes, But Few
Crosses Are Loaded.

While navigation on the lakes has
been officially opened for over a week,
there are few vessels moving. Naviga-
tion has been possible through the
Strait of Mackinac since Monday of
last week and two cargoes of coal
have been delivered to Milwaukee.

A few vessels are slowly working
their way up St. Mary's River and ex-
pect to reach the Soo on Thursday.
The ice in Whitefish bay is soft and
navigation into Lake Superior will
undoubtedly be possible soon. The
steamer Powell Stanhouse, operated
by M. A. Hanna & Co., loaded the first
cargo of ore at Escanaba last week
and will deliver it to a Lake Erie
port.

South African Mines Busy.
Last year South Africa purchased
only 65,200 tons of coal from Great
Britain, as its own output was ex-
ceeding the domestic market. In 1913
the South African collieries are said to
have produced upwards of 4,500,000
tons. South Africa furnishes about
2,000,000 tons yearly for the ship-
ping trade.

Locomotives for Coal and Coke.
The Coal & Coke railway has ordered
two consolidation locomotives from
the Baldwin works.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING APRIL 25, 1914.				WEEK ENDING APRIL 18, 1914.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	20,747	14,509	6,235	207,957	18,828	14,009	6,241	188,208
Lower Connellsville	17,003	11,425	5,988	145,809	16,943	11,425	5,918	139,208
Totals	37,750	25,934	12,223	353,766	35,771	25,434	12,159	327,416
FURNACE OVENS.								
Connellsville	18,597	12,035	4,562	183,315	16,597	12,035	4,562	155,065
Lower Connellsville	5,552	4,156	1,396	52,990	5,352	4,156	1,396	52,990
Totals	22,149	16,191	5,958	236,305	21,949	16,191	5,958	208,055
MERCHANT OVENS.								
Connellsville	4,150	2,474	1,678	32,642	4,441	2,474	1,967	30,332
Lower Connellsville	11,341	7,289	4,272	92,810	11,391	7,289	4,122	96,208
Totals	15,491	9,763	5,950	125,452	15,832	9,763	6,089	126,540
SHIPMENTS.								
To Pittsburgh				2,709 Cars.				2,838 Cars.
To Point West of Region				4,524 Cars.				5,048 Cars.
To Point East of Region				1,074 Cars.				1,176 Cars.
Totals				8,307 Cars.				9,062 Cars.

WHAT DEMOCRATIC TARIFF HAS DONE TO OUR PIG IRON

American Association of Pig
Iron Manufacturers
Protest.

RUINOUS EFFECTS FREE TRADE

Closing of Mills, Reduction of Wages
and Increased Cost of Production
Have Resulted Since New Tariff
Law Took Effect; No Hope in Sight.

The Democrats have always made
much of a remark attributed to An-
drew Carnegie to the effect that the
Democratic idea concerning the tariff
on pig iron suited him. This remark
was made when the Democrats out-
raged the tariff on pig iron from 12 to
15 cents per ton. The Democrats, ac-
cording to their logic, should have
been in a position to protect the man-
ufacturers from that source. He made
no mention of the fact that the tariff
on pig iron was to him the greater
evil.

But the tariff that suited Andrew
Carnegie did not suit the merchant
furnace, and it does not suit him
now, judging from the sentiment ex-
pressed at the meeting of the
American Pig Iron Association at New
York a few days ago. John A. Patton,
of Cleveland, the secretary, read a
report telling of the closing of the
number of blast furnaces, of the finan-
cial losses, of the reduction of
wages, of the increased cost of pro-
duction, and of the hardships that
resulted from the removal of the tariff
on pig iron. The industry represents an
investment of over \$100,000,000, and
gives employment to a great many
thousand people. Grouping all of the
figures gathered by the association
from the data submitted by members
of the association, Secretary Patton
made the following deductions:

1. That the average loss per ton on
all pig iron sold by our members
during February, representing for that
month the average for the year, was
\$1.15 per ton.
2. That the total production of
the members during February was
427,603 tons, which meant a total loss
on sales for February of \$492,243.
3. That the average loss in value of
the members for that month on iron
shipped was exactly 55 cents per ton.
4. That the total iron shipped by all
of the members during that month was
335,223 tons, which means a total
loss on shipments for February of
\$184,326.
5. That the average loss on un-
filled orders upon the books of all the
members March 1st was exactly 25
cents per ton.
6. That the unfilled orders amount-
ed to 3,714,501 tons, which means a
loss upon the unfilled orders on the
books of the members March 1st of
\$928,625.

Commenting on these conditions, the
secretary said: "There is a common
illusion in the minds of some people
in America, the most of whom, how-
ever, have not had any real experi-
ence, either as owners, operator or
dealer in pig iron, that any affiliation
with this industry was certain to be
successful, but the records of furnaces
that are shut down, the number of re-
ceivers that have been appointed and
the monetary loss that all are en-
dancing has had the effect of bring-
ing home to us the realization that a
continuance of the conditions that
have hitherto existed and that do now
exist in the business world and in this
industry, can only bring to us a per-
iod of sad disaster."

"As an evidence of the effect of the
severe economies practiced by those
who have had the management of the
furnaces owned by our members,

and as an evidence that the data sub-
mitted of the cost of our product
can then be substantiated, in the
connection the liberty is taken of sub-
mitting for your consideration part
three of the report of the Commis-
sioners of the Pennsylvania Coal Com-
mission, submitted by Secretary Wil-
son to President Wilson May 6, 1913.

It will be seen that this volume shows
positively and definitely, in the
facts summarized in the last report,
that the average production cost of
Bessemer and basic iron in the entire
country in the plans represented by
this association was \$11.15 per ton
during the years 1902 to 1906 inclu-
sive. This figure did not at any time
include selling costs, and likewise was
exclusive of profit and investment,
operation or interest.

"There is not a man in the room or
a pig iron manufacturer in America
who will not agree that the cost of
production in 1913 and 1914 in this
country has been at least a dollar a
ton more than it was in 1902 to 1906
as the result of increased cost of fuel,
food, machinery, and many other
items entering into our costs at
this time, and this would bring our
minimum cost at present to at least
\$12.15 per ton for Bessemer, and for
basic iron at least \$13.15 per ton.

"We were to add as a very reason-
able profit, one dollar a ton, the price
at which our product should be sold
to the consumer. This would bring our
minimum cost at present to at least
\$13.15 per ton for Bessemer, and for
basic iron at least \$14.15 per ton.

"The furnace, however, although not
conceding to the increase in the rate
on their finished products, assert that
it would be manifestly unfair to permit
the increase in the gross rate on coke
from the Connellsville, Latrobe,
and Mountain districts of Pennsylv-
ania, and from the Fairmont region
of West Virginia to the stacks in the
Schuylkill and Lehigh valleys.

"The existing rates are a high many
years have been on such a high basis
that they are unreasonable, as the
in price of the coke is not in line with
the cost of the coke. They further
assert that when com-
pared to the rates to the Pittsburgh
district, the existing rates are so high
that they constitute an unjust discrim-
ination in favor of Pittsburgh.

"The general argument over the pro-
posed advance has been started
before the commission. Before these
are concluded, counsel will protest
that the \$2 cent rate on ore from the
Lake to Wheeling and Pittsburgh,
as well as against any increase in the
rate to eastern furnaces.

"The Pennsylvania coal commission
has adopted the evident sug-
gestion given them by the Interstate
Commerce Commission and have pro-
posed a charge for pig iron of 50 cents
per ton for the entire distance from
the furnace to the stack.

"The previous and charges contain-
ed in the tariffs are identical in all in-
stances, indicating concerted action
on the part of the roads. The charges
are 50 cents a ton with a minimum
charge of \$2 a car.

"In eastern classification territory it
is estimated that there are nearly
27,000 spot tracks or sidings on which
cars are now spotted by the railroads.
The execution of \$2 a car for the
service would increase the revenues
of the road at least \$10,000,000 a year.

"A charge for car spotting is one of
the ways proposed to increase the re-
turns to the railroads without making
a straight advance in rates.

"The suggestion, however, has raised
a storm of protest from shippers,
many of whom have provided side
spur tracks at their plants on the un-
derstanding that the railroads would
place the cars thereon, the cost of the
service thus rendered to be absorbed
in the regular rate.

"The tariff filed with the commission
contains these descriptive statements:
"Spotting service is the service by
which a regularly convenient point of
interchange between road and spot
tracks and sidings is provided.

"Placement of a loaded car
which the purchaser connecting car-
rier has transported.

"The taking out of a loaded car
from a particular location in the plant
for transportation by the road or con-
necting carrier.

"The handling of empty cars in
the reverse direction.

"An effort will be made by shippers
to have the tariffs, which are filed to
be in force in 10 days hence, sus-
pended, if they should be suspended.

EASTERN FURNACE INTERESTS OPPOSE COKE RATE RAISE

Assert That Present Tariffs
are High and Dis-
crimatory.

PITTSBURG FAVORED, THEY SAY

Make No Objection to Increased Rates
On Outbound Freight But Say It
Would Be Unfair to Increase Rate
Material From the Coke Region.

Eastern furnaces, including the
Allan Wood Iron & Steel Company,
the Empire Steel & Iron Company, the
G. H. Brooks Iron Company, the
Brothers Company and others, have
filed briefs with the Interstate Com-
mission opposing the pro-
posed five per cent increase in freight
rates so far as coke from the Con-
nellsville and other regions are con-
cerned.

The furnaces, although not con-
ceding to the increase in the rate on
their finished products, assert that
it would be manifestly unfair to permit
the increase in the gross rate on coke
from the Connellsville, Latrobe,
and Mountain districts of Pennsylv-
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per ton for the entire distance from
the furnace to the stack.

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ed in the tariffs are identical in all in-
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on the part of the roads. The charges
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turns to the railroads without making
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derstanding that the railroads would
place the cars thereon, the cost of the
service thus rendered to be absorbed
in the regular rate.

"The tariff filed with the commission
contains these descriptive statements:
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which a regularly convenient point of
interchange between road and spot
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which the purchaser connecting car-
rier has transported.

"The taking out of a loaded car
from a particular location in the plant
for transportation by the road or con-
necting carrier.

"The handling of empty cars in
the reverse direction.

"An effort will be made by shippers
to have the tariffs, which are filed to
be in force in 10 days hence, sus-
pended, if they should be suspended.

Production and Output.

COKE PRODUCTION DOWN TO 313,000 TONS AND FALLING

Shipments Have Decreased
48,000 Tons or 15%
In Two Weeks.

THE PROSPECTS ARE GLOOMY

Rumors of Furnaces Both Merchant
and Steel Corporation Going Out.
Operators are Hopeful of Better
Conditions, But It's Hot Hope.

that action would serve to bring the
reasonableness of a charge for car
spotting directly to an issue.

Dr. Frank J. Wapne, statistician for
the Pittsburgh Coal Company, has filed
with the Interstate Commerce Com-
mission a series of exhibits as an ar-
gument against the proposal of the
roads of the eastern territory that
they be permitted an increase of five
per cent in freight rates.

In their analysis of the operating
expenses of the roads, these exhibits
show the gross returns to the trans-
portation companies of the eastern
territory in 1913 to be the largest in
their history. The increase of these
revenues last year over 1912, for all
roads, exceeded \$12,000,000, or more
than 10 per cent. The Pennsylvania
lines show an increase of nearly \$4,000,000, or 11 per cent; the New York
Central lines of more than \$2,000,000,
or nearly 12 per cent; and the Balti-
more & Ohio lines of more than \$5,000,000 or about 10 per cent.

It is shown by Dr. Wapne's exhibit
that contrary to the belief of the pub-
lic, it has not been the increase in
freight rates to employees, but the very large
increase in expenditures for main-
tenance of equipment and way and struc-
tures that is primarily responsible for the
railroads' claim of reduced net
earnings.

THE UPPER CONNELLVILLE AND GREENSBURG REGIONS

Show Some Recession in the Rushing
Business. They Have Been
Doing in Coke.

The Upper Connellsville and Green-
burg Connellsville regions show some
recession from the rushing business
they have been doing in coke, the
shipments for last week falling to 44,000
tons as against 47,000 tons the
previous week. While Western ship-
ments show the largest loss, the busi-
ness in that market continues to be
the heaviest, taking about 55%
of the output of the regions in spite
of the 50c per ton differential in freight
of Eastern business as against the
cokes of the Connellsville and Lower
Connellsville districts. The larger
shipments still come out of the larger
region, which is to say the Upper Con-
nellsville district, which produces ap-
proximately 60% of the coke of the
entire region.

The shipments from these regions
for the week ending Saturday, April
25th, were as follows:

	West.	Total.
Upper Conn.	7,580	10,420
Greenburg	8,887	12,208
Totals	16,467	22,628

The aggregate shipments from these
districts for 1914 to date were as
follows:

Week.	East.	West.	Total.
Jan. 3	11,882	20,600	32,482
Jan. 10	13,600	19,311	32,911
Jan. 17	15,000	15,745	30,745
Jan. 24	15,720	20,622	36,342
Feb. 1	15,720	20,622	36,342
Feb. 8	15,720	20,622	36,342
Feb. 15	15,720	20,622	36,342
Feb. 22	15,720	20,622	36,342
Mar. 1	15,720	20,622	36,342
Mar. 8	15,720	20,622	36

CAMBRIA MAN TO HEAD THREE BIG STEEL COMPANIES

William H. Donner Will Direct Pennsylvania Concern.

WILL ALSO DOMINATE MARYLAND

President of Cambria Steel Company Will Remain at Head of That Concern After Taking Charge of the Harrisburg and Baltimore Mills.

William H. Donner of Pittsburgh, who for some time has been president of the Cambria Steel Company at Johnstown, and for many years identified with the iron and steel interests of Pittsburgh, has been tendered the chairmanship of the board of the Pennsylvania Steel Company at Harrisburg, and its affiliated company, the Maryland Steel Company at Sparrows Point, Md.

For some time reports of a change in the control of the Pennsylvania Steel Company have been circulating, but usually these were connected with the financial operations of H. C. Frick and others who were reported to be negotiating with the Pennsylvania railroad for the holdings of that company in the Cambria Steel, the Pennsylvania and Maryland Steel Companies. Reports were as frequently denied by those supposed to be interested. At the same time the officials of the Pennsylvania Railroad Company have been willing to let it be known that the company was anxious to divest itself from all steel company ownership with a suitable sale of its interest could take place.

Since then, it is understood, negotiations have been under way which have materially changed the controlling interest of the steel companies mentioned, and with this change it was decided to place Mr. Donner at the head of all three companies. It is further stated that Mr. Donner will resign from the Cambria Steel Company presidency.

Mr. Donner on Monday said the reports were a little premature, but admitted he was to become identified with the two eastern companies.

Mr. Donner came to Pittsburgh some years ago, from Ohio and was first interested in the organization of the National Tin Plate Company at Monaca. This company was absorbed by the Steel Corporation. He then became the head of the Union Steel Company which built the Donora steel plant, subsequently purchased by the Steel Corporation. It was identified with many other enterprises but was not actively in the steel business again until he was called to the head of the Cambria Steel Company about two years ago.

NO FRAUD SHOWN

Pittsburgh Coal Company Loses Suit Over Robbins Deal.

By a final decree handed down by the Washington county court, the Pittsburgh Coal Company loses its contention that fraud existed in the deal given by Francis L. Robbins, deceased, former president of the company, transferred to the coal mines underlying the Washington fair grounds at Arden.

The company brought action against W. Hamilton, executor, Mrs. Helen Gill Robbins, Virginia M. McDowell and James D. Hurd, Robbins' heirs, claiming that the coal company owed the Robbins estate about \$200,000. He and his wife had separated previous to the conveyance of the deed and Mr. Robbins owed Mrs. Robbins \$3,000. He also owed the law firm of Donnas, Brownson & Miller of Washington, \$10,000 and Hurd \$5,000. It was agreed in the conveyance to McDowell that he pay these claims out of money raised on a mortgage on the coal transferred.

The coal company in its action against those interested raised the contention that the deed to the coal had been transferred with the idea of defrauding the coal company in its claim against its former president.

The court's order provides for a sale of the coal for an amount sufficient to pay the \$13,000 with interest. Should the Pittsburgh Coal Company pay the claims of Mrs. Robbins, Hurd and the law firm before the date fixed for the sale, then the Pittsburgh Coal Company shall receive a deed for the coal free of all encumbrances.

RECENT PATENTS

Of Special Interest to the Coal and Coke Trade.

The following recently granted patents of interest to the coal and coke trade are reported expressly for The Weekly Courier by W. G. Doolittle, Patent Attorney, Park Building, Pittsburgh, Pa., from whom copies may be procured for 15 cents each:

Sprinkling car for mines, Jesse J. Harris, Canonsburg, Pa., No. 1,093,258.

Mining headlight, Rudolph C. Kruschke, Duluth, Minnesota, No. 1,093,335.

Coke oven door, Heinrich Barreuter, Essen-West, Germany, No. 1,093,523.

Mine car truck, David S. Johnston, Hiawatha, Utah, No. 1,093,782.

Miners' lamp, Frederick B. Baldwin, New York, N. Y., No. 1,094,328.

BIG BANK REOPENS

First-Second National Bank Doing Business in Pittsburgh.

PITTSBURGH, April 27.—With a capital of \$4,000,000 and a surplus of \$950,000, the First-Second National Bank of Pittsburgh reopened for business today after being closed since last July.

A published announcement places the demand deposits at \$18,111,000. The bank has been reorganized with a new list of directors and officers.

MAKING GOOD SHOWING

Monongahela Division Trains Run Close to Schedule.

Notwithstanding the fact that the Monongahela division of the Pennsylvania railroad has been almost a complete reorganization in the last month, the passenger train performance in that division for the period beginning April 1 is shown to be 75 per cent perfect by figures obtained from the general superintendent's office. On Wednesday the performance was shown to be 92 per cent.

The figures indicate that these percentages of passenger train made perfect schedules. This figure is considered high when it is considered that in addition to practically all of the trainmen in the freight service being new to the division, and that the delay in passenger service is mostly due to imperfect performance of freight trains. In addition to this supplies to the new employees, and company material is mostly carried on passenger trains.

The figures show the passenger train performance on the Pittsburgh and Conemaugh divisions to be 94 per cent each for the same period. The performance on the Monongahela division, which was the scene of a strike recently, is increasing each week, being in the acquiring of new men with the work. All the places of the men who quit are filled, and the reorganization affected by officials throughout the division in so short a period is said to be remarkable.

NO MORE PRICE COLORING

Elgin Board Enjoined by Government's Decree.

CHICAGO, April 28.—The government's decree in the anti-trust case against the Elgin Board of Trade entered before Federal Judge Landis, in accepting the decree Judge Landis declared that the action in which the members of the board of trade of the "coloration of butter prices."

By the terms of the decree the Elgin Board of Trade and its members are permanently enjoined from further fixing or suggesting prices of butter. It is forbidden to maintain a quotations committee or other agency, which shall fix the price of butter, and must refrain from quoting or publishing any figures purporting to be the market price unless they are actually obtained on the board by bona fide sales.

Other methods of determining the prices at which butter should be sold are barred by the decree.

WATER STATION PLANNED

B. & O. Expected to Build a Big Reservoir at Garrett.

ROCKWOOD, April 27.—Unofficial announcement has been made that the Baltimore & Ohio railroad will during the summer build a large reservoir on the 23-acre tract of land which it recently purchased near Garrett. The reservoir will be used for a watering station for all Baltimore & Ohio trains between Rockwood and Cumberland.

Many of the watering stations have become failures on account of the amount of sulphur which is found in the water in this section and which is caused by the coal deposits. The sulphur found in the water tends to shorten the life of many of the company's engines by acting on the hot rods.

SLIDE AT SAND PATCH

Traffic Not Held Up, But a Larger Rush of Earth is Feared.

The Baltimore & Ohio railroad is having trouble with landslides in the vicinity of Sand Patch tunnel, Sunday night there was a small slide, but it was cleared away and no trains were delayed.

It is feared that a big slide will occur at that point, the rains having loosened a large quantity of rock and earth. If the tracks are blocked for any great length of time, it is possible that a cut-off may be constructed and trains diverted through the old tunnel.

CASSELMAN OFF MAP

Baltimore & Ohio Railroad Abandons Its Station There.

For the first time since the Baltimore & Ohio railroad was built through Casseleman in 1872, no trains will stop at that place, the station having been closed last year.

The company claims that business is not sufficient to justify the maintenance of the station. The residents of Casseleman claim that the station shortens the life of the ground upon which the station stands was donated to the company with the agreement that trains would always stop there.

Fares Remain the Same

According to a decision of the Public Service Commission in the case of C. D. Green, J. H. McCartney and C. J. Ficus against the West Penn Railways Company, the fare zones and rates of the company shall remain in effect until it is determined what effect a proposed change would produce upon the financial condition of the company.

Directors Again Chosen

The Westmoreland Coal Company at its annual meeting re-elected the three retiring directors, W. H. Wistar, Brown, S. Pemberton Hutchinson and Louis R. Page.

River Coal Shipments

The shipments of coal through Lock No. 4, Monongahela river, during March totaled 10,152,000 bushels, making the shipments for the quarter 35,343,000 bushels.

Subscribe for The Weekly Courier.

PATENTS

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W. G. DOOLITTLE, PATENT ATTORNEY, Park Bldg.

The Lower Connelville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Apr. 25, 1914.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
40	40	Adah	Adah Coke Company	Uniontown
400	400	Albia	W. Harry Brown	Albia, Fayette Co.
250	250	Antonia No. 1	W. J. Bailey	New York
100	100	Antonia No. 2	W. J. Bailey	Uniontown
100	100	Antonia No. 3	W. J. Bailey	Uniontown
100	100	Antonia No. 4	W. J. Bailey	Uniontown
100	100	Antonia No. 5	W. J. Bailey	Uniontown
100	100	Antonia No. 6	W. J. Bailey	Uniontown
100	100	Antonia No. 7	W. J. Bailey	Uniontown
100	100	Antonia No. 8	W. J. Bailey	Uniontown
100	100	Antonia No. 9	W. J. Bailey	Uniontown
100	100	Antonia No. 10	W. J. Bailey	Uniontown
100	100	Antonia No. 11	W. J. Bailey	Uniontown
100	100	Antonia No. 12	W. J. Bailey	Uniontown
100	100	Antonia No. 13	W. J. Bailey	Uniontown
100	100	Antonia No. 14	W. J. Bailey	Uniontown
100	100	Antonia No. 15	W. J. Bailey	Uniontown
100	100	Antonia No. 16	W. J. Bailey	Uniontown
100	100	Antonia No. 17	W. J. Bailey	Uniontown
100	100	Antonia No. 18	W. J. Bailey	Uniontown
100	100	Antonia No. 19	W. J. Bailey	Uniontown
100	100	Antonia No. 20	W. J. Bailey	Uniontown
100	100	Antonia No. 21	W. J. Bailey	Uniontown
100	100	Antonia No. 22	W. J. Bailey	Uniontown
100	100	Antonia No. 23	W. J. Bailey	Uniontown
100	100	Antonia No. 24	W. J. Bailey	Uniontown
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100	100	Antonia No. 58	W. J. Bailey	Uniontown
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100	100	Antonia No. 60	W. J. Bailey	Uniontown
100	100	Antonia No. 61	W. J. Bailey	Uniontown
100	100	Antonia No. 62	W. J. Bailey	Uniontown
100	100	Antonia No. 63	W. J. Bailey	Uniontown
100	100	Antonia No. 64	W. J. Bailey	Uniontown
100	100	Antonia No. 65	W. J. Bailey	Uniontown
100	100	Antonia No. 66	W. J. Bailey	Uniontown
100	100	Antonia No. 67	W. J. Bailey	Uniontown
100	100	Antonia No. 68	W. J. Bailey	Uniontown
100	100	Antonia No. 69	W. J. Bailey	Uniontown
100	100	Antonia No. 70	W. J. Bailey	Uniontown

Mr. Brick User

When YOU need good Fire Brick and want them QUICK, call

49, DUNBAR, BELL PHONE.

The Eureka Fire Brick Works.

MT. BRADDOCK, PA.

Connections with all railroads.

W. HARRY BROWN

"ALICIA"

CONNELLSVILLE FURNACE AND CRUSHED COKE

CAPACITY 2000 TONS DAILY

Offices—ALICIA, (Fayette Co.) PA.—At the Plants

Efficiency	Means	Economy
"ALICIA CRUSHED COKE"	"ALICIA" CONNELLSVILLE FURNACE COKE	"ALICIA" CONNELLSVILLE CRUSHED COKE IS MADE IN FIVE SIZES:
Carefully Selected Strictly High Grade Connelville Coke	A Recognized Standard	2500—12½, over 2½ in. screen, STABLE, 27½, through 2½ inch screen.
"72" HOUR BURNING		CHESTNUT SIZE, through 1½ inch screen, 27½, through 1½ inch and over 2½ inch screen, BURN, all resulting (less than 25 inch).
Prepared at the Most Modern and Largest Connelville Coke Crusher in the Connelville Region.		
ABSOLUTELY THE BEST PRODUCED		

THE W. G. WILKINS CO.,

Rooms 902 to 913 Westinghouse Building, Pittsburgh, Pa.

SPECIALTIES—COAL & COKE PLANTS

The following is a partial list of Coke Plants for which the W. G. Wilkins Co. have been the Engineers:

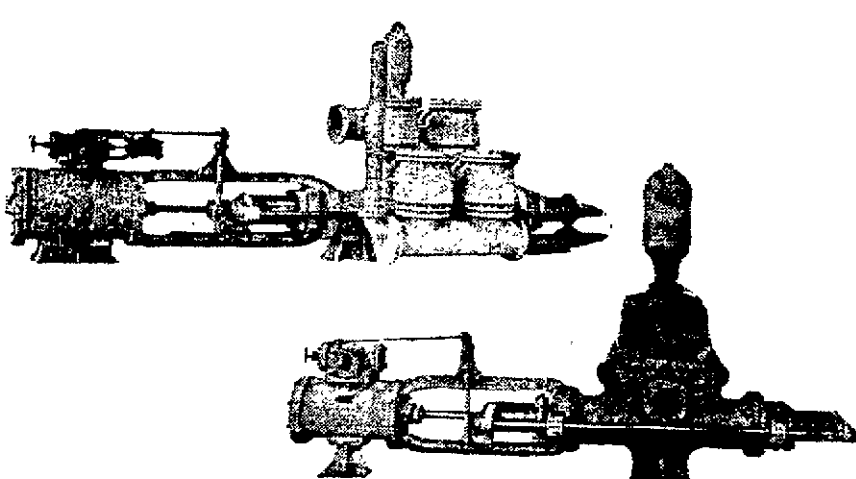
Ovens	Ovens	Ovens
Hecla Coke Company, Plants 2 and 3, 500	U. S. Coal & Coke Co., Plants 1, 2 and 3, 900	Cascade Coal & Coke Co., Cascade and Sylva Wks., 600
Oliver & Snyder Steel Co., Plant 1, 1,100	H. C. Frick Coke Co., Yorktown, Shad and Bitner, 1,600	Stiers Coal & Coke Co., Patrons Works, 180
Austin Coal & Coke Co., Plants 2 and 3, 420		
Colonial Coke Company, Bessie, 100		

THE JOB DEPARTMENT OF THE COURIER DOES ALL KINDS OF COMMERCIAL PRINTING.

Connellsville Machine & Car Co.

MANUFACTURERS OF

The Lafayette Steam Pump



Engines, Mine Fans, Larries, Pit Cars, Cages, Coal Screens, Coke Crushers, Coke Barrows, Sheave Wheels, Drums, Universal Dump Cars and Complete

Outfits for Coal and Coke Works.

We carry in stock Machinery Supplies, Injectors, Pipe Fittings, Jenkins' Star and Standard Valves, Packings, Leather Beltings, Steel, Iron and Nails, Railroad Spikes, Splice Bar Bolts and Nut Locks, Machine and Carriage Bolts, Steel Coke Scraper Heads, Scraper Handles, Coke Oven Valves and

COKE HOSE.

Works at Mountz Creek Junction of Baltimore & Ohio and Pennsylvania R. R's Office and Store, 309 and 311 Water St., CONNELLSVILLE, PA.

J. P. BRENNEN, President. J. V. THOMPSON, Vice President. ANDREW A. THOMPSON, Treasurer. W. G. ROCK, Secy and Asst. Treasurer.

Thompson Connelville Coke Co.

600 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:	CONNECTIONS:	PITTSBURGH OFFICE:
Thompson No. 1 400 Ovens, Thompson No. 2 400 Ovens, Near Republic Station, Fayette County, Pa.	Pennsylvania R. R., Pittsburgh & Lake Erie R. R., Baltimore & Ohio R. R.	2102 First National Bank Building, Pittsburgh, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSES FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

COCHRAN BROS.

MANUFACTURERS AND SHIPPERS OF

Coal and Coke.

Main Office: DAWSON, PA.

OFFICERS:

W. H. COCHRAN, President. H. T. COCHRAN, Gen. Manager. A. J. COCHRAN, Secretary and Treasurer.

RAILROAD WEIGHTS TO GOVERN SETTLEMENTS.

HERBERT DU PUY, President. JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburgh, Pa.

Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connelville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. CONNECTIONS

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled thus eliminating all dust and dirt.

ANALYSES FURNISHED ON REQUEST.

Graceton Coke Co.

FOUNDRY COKE

GRACETON, PA.

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

Treasurer's Sale of Seated and Unseated Land.

at the Court House Uniontown Pa commencing at 9 o'clock in the forenoon of said day and adjourning from day to day if found necessary until all the lands contained in the following list or is much thereof as shall be found necessary to discharge the whole amount of taxes to the said tracts and that said list annexed are sold unless the said taxes be discharged previous to the said time of sale

Duty of purchasers. By Act of General Assembly it is made the duty of the purchaser or purchasers at the Treasurer's Sale as soon as the property is struck down to pay at least as much of the purchase money as shall be necessary to pay off the taxes and costs and in case the same is not forthwith paid the sale may be voided and the property immediately set up again by the Treasurer. Purchasers are therefore notified that compliance with this part of the law will be expected and enforced.

18. Avoid sheet will be necessary to make payment of
1914
Treasurer's Office, Uniontown Pa., April 8th 1914
WILLIAM S CRAFT Treasurer
BELLEVERNO BOROUGH
Taxes Cords Tolls

House and Lot—John Roden heirs	1909-10-11-12	\$33.81	\$3.87	\$22.94
House and Lot—Sarah Dean	1904	16.54	\$8.75	\$8.75
House and Lot—Minerva Lebow Heirs	1903-10	8.87		
House and Lot—John Lebow Heirs	1909-10-11	14.70	\$3.27	20.13
House and Lot—D. A. Miller	1904	18.88	\$8.77	\$10.11
13 V Lots—Thos. McLaughan	1909-10-11-12	11.04	\$3.27	\$16.31
House and Lot—John Lebow Heirs	1909-10-11	37.75	\$8.	43.75
House and Lot—Celia Robinson	10-11			
House and Lot—Jesse Lebow	11-12			
House and Lots—Minerva Lebow	11-12	17.91	\$3.27	\$21.18
7 Lot—Earl Weimer	12	1.65	\$3.87	5.52
House and Lot—John Lebow	10-11	7.40	\$3.87	11.27
BROWNVILLE TOWNSHIP				
	Years	Taxes	Costs	Taxes
2 Lots—Charles Barr	1911	\$ 14	\$3.87	\$ 17.87
1 Lot—Elizabeth Niese	1911	\$9	\$2	\$11
1 Lot—William Heintz	1911	25	\$3.87	\$28.87
BULLSVK TOWNSHIP				
	Years	Taxes	Costs	Taxes
150 Lots—L. S. Investment Co.	1909-10-11-12	\$263.17	\$5.31	\$268.48
2 Lots—J. A. Albert	10-11-12	5.73	\$7.87	\$13.60
2 Lots—Paul Degger	10-11-12	6.78	\$7.87	\$14.65
2 Lots—Paul Degger	10-11-12	41.80	\$7.50	\$49.30

7	Lots—Wm W Griffin	10-11-12	\$ 834	97
8	Lots—Samuel Gault	10-11-12	6	97
9	Lots—Gaulk & Griffin	10-11-12	19 54	97
12	Lots—Wm Hiechoid	10-1-1-2	6	97
13	Lots—H. C. McLeod	10-11-12	7	97
House and Lot—Elizabeth South	10-11-12	7 25	97	
4 Lots—L D and A J Stevenson	10-11-12	1	97	
Lot—Bernard Souder	10-1-1-2	1 00	97	
8 Acres—Geo W Wilson	10-11-12	1	97	
Lot—Rebecca Artee	10-1-1-2	6	97	
Lot—Margaret Wallace	10-11-12	1	97	
1 Lot—J A and Anna Garaway	10-11-12	8	97	
1 Lot—Lawrence Johnson	10-11-12	6	97	
1 Lot—R M And. Moon	10-11-12	6	97	
1 Lot—J E Hurst	10-11-12	6	97	
1 Lot—Charles Johnston	10-11-12	6	97	
1 Lot—John Keller	10-11-12	6	97	
1 Lot—William Long	10-11-12	6	97	
1 Lot—Nancy & Bros	10-11-12	6	97	
1 Lot—Charles McGill	10-11-12	6	97	
1 Lot—O Allen	10-11-12	6	97	
1 Lot—Patrick Steele	10-11-12	6	97	
7 Lots—Frank Beckworth Jr.	10-11-12	13 77	97	
1 Lot—O Bate	10-11-12	8	97	
1 Lot—Alec Bates	10-11-12	2	97	
1 Lot—J J Royser	10-11-12	1 87	97	
1 Lot—M J Schaeffer	10-11-12	1	97	
1 Lot—A Ennsner	1910-11-12	\$ 7	97	
1 Lot—W M Fullman	1910-11-12	1 57	97	
1 Lot—C W Fisher	1910-11-12	1	97	
1 Lot—Azion Gert r	1910-11-12	2	97	
1 Lot—John Geary	1910-11-12	6	97	
1 Lot—Edna Kinka	1910-11-12	6	97	
1 Lot—C C Villet	1910-11-12	6	97	
1 Lot—C. Mote	11-12	1 13	97	

1	Lot-Jos Eave	1910-11-12	5	8	5	
2	Lot-Joseph Parfit	1910-11-12	5	2	8	11
3	Lot-Mary E Peterson	1910-11-12	1	0	0	
4	Lot-R E Heirs	1910-11-12	1	0	0	
5	Lot-Norman Stewart	1910-11-12	1	1	1	
6	Lot-Norman Stewart	1910-11-12	1	1	1	
7	Lot-Snow Smith & Bro	1910-11-12	1	1	1	
8	Lot-Jill us W	1910-11-12	1	1	1	
9	Lot-Laurel Woodman	1910-11-12	1	1	1	
10	Lot-Nicholas	1910-11-12	1	1	1	
11	Lot-Villa W	1910-11-12	1	1	1	
12	Lot-H Middle	1910-11-12	1	1	1	
13	Lot-T McMillen	1910-11-12	1	1	1	
14	Lot-H D Burley	1910-11-12	1	1	1	
15	Lot-John Clayton	1910-11-12	1	1	1	
16	Acres-John Clayton	1910-11-12	1	1	1	
17	Acres-John Clayton	1910-11-12	1	1	1	
18	Acres-John Clayton	1910-11-12	1	1	1	
19	Acres-John Clayton	1910-11-12	1	1	1	
20	Acres-John Clayton	1910-11-12	1	1	1	
21	Acres-John Clayton	1910-11-12	1	1	1	
22	Acres-John Clayton	1910-11-12	1	1	1	
23	Acres-John Clayton	1910-11-12	1	1	1	
24	Acres-John Clayton	1910-11-12	1	1	1	
25	Acres-John Clayton	1910-11-12	1	1	1	
26	Acres-John Clayton	1910-11-12	1	1	1	
27	Acres-John Clayton	1910-11-12	1	1	1	
28	Acres-John Clayton	1910-11-12	1	1	1	
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31	Acres-John Clayton	1910-11-12	1	1	1	
32	Acres-John Clayton	1910-11-12	1	1	1	
33	Acres-John Clayton	1910-11-12	1	1	1	
34	Acres-John Clayton	1910-11-12	1	1	1	
35	Acres-John Clayton	1910-11-12	1	1	1	
36	Acres-John Clayton	1910-11-12	1	1	1	
37	Acres-John Clayton	1910-11-12	1	1	1	
38	Acres-John Clayton	1910-11-12	1	1	1	
39	Acres-John Clayton	1910-11-12	1	1	1	
40	Acres-John Clayton	1910-11-12	1	1	1	
41	Acres-John Clayton	1910-11-12	1	1	1	
42	Acres-John Clayton	1910-11-12	1	1	1	
43	Acres-John Clayton	1910-11-12	1	1	1	
44	Acres-John Clayton	1910-11-12	1	1	1	
45	Acres-John Clayton	1910-11-12	1	1	1	
46	Acres-John Clayton	1910-11-12	1	1	1	
47	Acres-John Clayton	1910-11-12	1	1	1	
48	Acres-John Clayton	1910-11-12	1	1	1	
49	Acres-John Clayton	1910-11-12	1	1	1	
50	Acres-John Clayton	1910-11-12	1	1	1	

12 Acres—Amanda Bowman	1912	147	9 87	
6 Acres—Jos Brown	1912	6 61	9 87	1
2 Lots—Frank Day	1912	73	9 87	

un-	1	Lot-Jas W Buttermore	11-12		110	587	
	1	Lot-Z T Long	1912		73	987	
		CONELLSVILLE BOROUGH					
			Years	Taxes	Costs	Taxes	
to of	1	Lot-Henry H Redpath	1910-11-12	\$ 16 47	\$ 87 53	\$ 87 53	
	1	Lot-Jos W Wright	-11-12	16 68	87 52	87 52	
W	1	Acre-Mrs Frances F Herd	-12	1 33	287	287	
	1	Acres-Sarah W Martin	-12	1 33	287	287	
	1	Lot-Jos G McNeeshy	-12	1 13	587	587	
mi-	1	Lot-Mrs Sadie Marietta	-12	1 14	587	587	
ist	1	Lots-Harry Marietta	-12	9 52	587	587	
	1	Lots-Joe Podrazsky	-12	3 47	6 87	6 87	
		CONNELLSVILLE TOWNSHIP					

add	1900	1905	1910	1915	1920	1925	1930	1935	1940	1945	1950	1955	1960	1965	1970	1975	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160
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1	Lot No 84—A. L. Brooks	1909-10-11-12	6	87	57
1	Lot No 81—C. M. Bryson	1909-10-11-12	6	87	57
1	Lot—H. E. Pully	1909-10-11-12	6	81	57
1	Lot—Jens Ballois	1909-10-11-12	5	87	57
1	Lot—James Cunningham	1909-10-11-12	3	89	57
1	Lot—J. L. Coloway	20-11	11	87	57
1	Lot—J. L. Coloway	1909-10-11-12	6	87	57
1	Lot—Morris Clement	1909-10-11-12	6	87	57
1	Lot—Frank and Zeig	1909-10-11-12	6	87	57
1	Lot—Aetice—(Ladiv. Int.) Skinner & James	1909-10-11-12	198 11	57	87
1	Lot—C. Samuel Shepp	1909-10-11-12	7	87	57
1	Lot—Cyrinus Sinozza	10-11	7	87	57
1	House and lot—J. C. John Ware	10-11	10	87	57
1	House and lot—Robert Fowler	1909-10-11-12	5	87	57
1	Acres—Robert Fowler	1909-10-11-12	1	81	57
1	Lot—J. A. H. Miller	19 00-11-12	4	87	57
1	House and lot—Samuel G. Henderson	1910-11-12	8	87	57
1	House and lot—Samuel G. Henderson	1911	2	79	57
1	Acres and House—Giles and S. M.	1911	1	92	57
1	House and lot—Daniel Heonty & Co	1911	6	87	57
1	10 1/2 acres—John S. and I. Blair	1911	5	79	57
1	Lot—M. G. Gibson	1909-11	9	81	57
1	Lot—Thos. S. Hutt	1909-11	9	81	57
1	Lot—Thos. S. Hutt	1909-11	9	81	57

[illegible]

**PRESIDENT PLEADS
WITH ROCKEFELLER
TO END LABOR WAR****Oil King Passes Appeal for
Industrial Peace on
to Son.****COLORADO HORRORS TO FORE****On Outcome of Conference With the
Younger Rockefeller and Chair-
man of House Mines Committee De-
pends Whether Troops Will Step In.**

WASHINGTON, April 27.—President Wilson has made a personal appeal to John D. Rockefeller to bring about a settlement of the Colorado coal strike and end the violence which has cost a score of lives and large property loss.

The great financier, who owns a large part of the mines affected by the strike, in response to a telegram from the President, declared he had turned over his interests in Colorado to his son, John D. Rockefeller, Jr., whom he would ask to co-operate with Chairman Foster of the House committee on mines and mining.

The President's appeal depends upon the outcome of the conference whether Federal troops, which have been asked for by all sides of the controversy, will be sent to the strike zone.

Recently the younger Rockefeller, at a hearing of the mines committee of the House, said the mine owners would fight to the end, even though they lost all they had invested in Colorado. Since then the conflict has raged with all the horrors of actual warfare.

The President, Cabinet officers, senators and congressmen have been flooded with telegrams describing the most gruesome happenings and terrible scenes.

"Nothing that has happened in Mexico," said a Cabinet official today, "compared with the awful things that have occurred in Colorado. The public mind has for the moment been centered on Mexico and has not observed the great domestic struggle between the strikebreakers and the miners and the militia in Colorado."

MUST CUT GAS RATE**West Virginia Utilities Commission
Fixes Schedule of Charges.**

CHARLESTON, W. Va., April 27.—Declaring that the rates charged for natural gas in Northern West Virginia by the subsidiary companies of the Manufacturers' Light & Heat Company are excessive, unjust and unreasonable, the State Public Service Commission has made public its decision in the case, hearings on which began last November and were recently completed.

The commission entered an order fixing the rates to be charged, dividing consumers into three classes—domestic, public buildings and industrial consumers. The order contains 47 schedules showing towns and districts served by the seven subsidiary companies.

The rates allowed vary from 21 cents per thousand at New Martinsville to 25 cents at New Cumberland.

GREAT GROWTH SHOWN**Census Bureau Estimates Present Population
at 109,000,000.**

WASHINGTON, April 27.—The United States is a country of 109,000,000 people, according to the bulletin containing the estimates of population for the years subsequent to the thirtieth census, soon to be published by Director William J. Harris of the Bureau of the Census and Department of Commerce. It was prepared under the supervision of C. S. Sloane, geographer.

As stated, the estimated population of the United States for July 1, 1914, will be 109,021,582. The population of the United States and its possessions in 1910 was 101,021,269, so there will have been an estimated gain of over 7,000,000 persons in a little more than four years. The corresponding estimated population of Continental United States for July 1, 1914, is 98,751,324, as compared with the population of 92,672,238 as returned by enumerators April 15, 1910.

WIDOW WANTS \$100,000**Sues Coal Companies for Damages for
Husband's Life.**

WASHINGTON, Pa., April 27.—The first damage suit as a result of the Cincinnati mine disaster on the Monongahela river one year ago were filed here by Mrs. Mary Hagar. Mrs. Hagar filed two suits. In one she seeks to recover \$50,000 from the Monongahela River Consolidated Coal & Coke Company and the other she seeks to recover \$50,000 from the Pittsburgh Coal Company of New Jersey.

The explosion, which resulted in the death of 97 men, occurred at a time when the ownership of the Cincinnati mine was being transferred, and this accounts for the two actions. Mrs. Hagar seeks to cover the damages named on account of the death of her husband, Charles Hagar, who was one of the miners killed in the disaster.

SEARCH FOR WIRE CUTTERS.**Lawbreakers Also Responsible for
Freight Derailment.**

UNIONTOWN, April 24.—Detectives and railroad officials are making an investigation to ascertain the parties who cut down the telegraph and telephone wires along the Monongahela division of the Pennsylvania railroad at Grinstead, near here. The wires were cut down for a distance of 100 feet.

An engine and two cars of a freight train were also derailed at the same place by an obstruction which had been placed on the railroad tracks.

**STEEL CORPORATION TO HAVE
BIG EXHIBIT AT EXPOSITION****Arrangements Being Made to Show
the Myriad Activities of Its
Work at 'Frisco.**

The announcement is made that the United States Steel Corporation and its subsidiary companies propose to have a comprehensive exhibit of its operations at the Panama-Pacific Exposition in San Francisco in the year 1915. It will begin with the ore fields and carry on an educating picture of its operations in ore mining, rail and water transportation, dock operations, coal, coke and pig iron production, steel manufacturing in its various lines and will also present in a materially displayed way the processes of manufacturing of many of its subsidiary companies' products, all as how it utilizes its by-products and the display of many of the uses in which its general products are employed, typifying the advancement of this country's resources.

In addition to the material exhibits before mentioned, the corporation intends to exhibit in a comprehensive manner, by moving pictures, its operations throughout all departments showing the ramifications of the processes of the corporation's operations. It is proposed, as well, to set forth to the world the work which the United States Steel Corporation has done toward the social welfare of its employees and those depending upon them. Also it will exhibit many forms of safety devices that have been conceived by the corporation officials and its employees, and in the installation of which large sums have been, and are being, expended by the corporation.

In this social welfare department will also be shown the methods employed by the corporation in the aid and care for the injured and the welfare of employees' conditions at work and the benefits that are aimed to be afforded to employees at their work and in their surroundings. Also the voice that is given to the employees through their committees in bringing about their improvement, betterment and the general plans of the corporation's method.

ORDER STEEL CARS**Steel Corporation Places Contract for
3,500 Ore Carriers.**

Orders for 3,500 all steel freight cars were placed this week by the United States Steel Corporation, making the largest single order placed in some months. The order is for carrying cars which require the heaviest type of construction. The Bessemer & Lake Erie Railroad Company of Pittsburgh is to take 2,500 of the new cars and the Duluth, Missabe & Northern railroad 1,000.

The total value of this order is more than \$3,000,000, based on the general price for car construction. Of going price for car construction. Of going price for car construction. Of going price for car construction.

The order for 3,500 all steel freight cars was placed this week by the United States Steel Corporation, making the largest single order placed in some months. The order is for carrying cars which require the heaviest type of construction. The Bessemer & Lake Erie Railroad Company of Pittsburgh is to take 2,500 of the new cars and the Duluth, Missabe & Northern railroad 1,000.

Officers of car building companies in Pittsburgh say that there are pending orders for about 13,000 more cars from various railroads which will likely be placed in a short time. Small orders for completing equipment for summer business are being placed from time to time and these make a respectable showing.

NIGHT RIDERS BUSY**Operators Say They Seek to Coerce
Miners Into Joining Union.**

Reports of lawlessness by a band of Kentucky night riders who have been dubbed "Possum Hunters" are persistent, and it is said that various acts of intimidation, all directed against nonunion miners and operators, have been committed.

It is declared by nonunion operators that the object of the night riders is to coerce them into joining the Union miners, however, declare that the reports of the trouble have been greatly exaggerated, and that no union man has been guilty of intimidation acts. That the trouble-makers believe themselves to be acting for the interests of the union miners is fairly apparent, although the miners themselves have declared against violence of any sort.

OIL STILL FALLING**Another Ten-Cent Reduction An-
nounced in Many Grades.**

PITTSBURGH, April 27.—New quotations announced at the opening of the oil market showed a further cut in the prices of crude oil to the following: Pennsylvania, grade, \$2.10; Mercer black, \$1.60; New Castle, \$1.60; Corning, \$1.25; Cabell, \$1.67; Somerset, \$1.20.

The reduction in each grade is 10 cents except Somerset where the reduction is 5 cents.

NEW HAVEN PLAN RATIFIED.**Stockholders at Special Meeting Ap-
prove Dissolution Scheme.**

NEW HAVEN, April 22.—The stockholders of the New York, New Haven & Hartford Railroad Company, at the special meeting here, approved, without opposition, the plans agreed upon between Chairman Howard E. Russell and Attorney General McReynolds for the dissolution of the system in order to bring the company's organization into conformity with the government's interpretation of the Sherman antitrust law. The number of shares voted at the meeting was 959,348.

The shareholders also adopted an amendment to the by-laws making the number of directors 23 instead of 27, as hitherto.

Will Resume Operations.**The Brandenburg Coal Company at
Rockwood will resume operations this
week after an idleness of a month for
repairs.**

Advertisements in The Weekly Courier.

**SECRETARY BAER
WILL URGE SALE OF
Y. M. C. A. BUILDING****Proposition to Dispose of
Association Quarters
Up to Directors.****INADEQUATE FOR NEEDS, IS CLAIM****Defective in Its Planning, Says the
Secretary in Letter to Members;
Thinks New Structure Could Easily
Be Paid for; Might Cost \$70,000.**

Claiming that the present Y. M. C. A. building is defective in its planning, and that it is not and never will be self-sustaining, Secretary E. T. Baer will propose to the board of directors at its meeting next Tuesday night, that he be sold and steps taken toward the erection of a new one. How this will be taken by the directors is a matter of speculation.

In a letter sent to all of the directors, Mr. Baer states that it is practically impossible to carry out the work properly in the present building. That being the case, it is not self-sustaining or nearly so, it being necessary to come before the public at least once a year for a maintenance fund. This is sufficient for running expenses, but the debt of the building hangs on from year to year.

Mr. Baer states that he believes that one lump subscription of \$25,000 could be secured toward a new building, which with \$25,000 raised by subscription in Connellsville and \$25,000 equity from the sale of the building, would assure a new, larger and more modern structure.

Some time ago, the proposition to utilize the Y. M. C. A. for a Young Women's Christian Association was advocated but no active steps were taken. The building would be available for other uses, it is believed, and its sale would not be hard.

TARIFFS READY.**Railroads Fix \$2 a Car as Minimum
Spotting Charge.**

Complying with a suggestion of the Interstate Commerce Commission, the several Pittsburgh initial lines have agreed upon a tariff for spotting cars upon private switches and will file the same with that body, to become effective in 30 days.

The rate will be 5¢ per car per hour with a minimum of \$2 per car, and the revenues that will accrue from the total order, thePressed Steel Car Company has been awarded 2,500 cars and the Standard Steel Car Company 1,000.

The order for 3,500 all steel freight cars was placed this week by the United States Steel Corporation, making the largest single order placed in some months. The order is for carrying cars which require the heaviest type of construction. The Bessemer & Lake Erie Railroad Company of Pittsburgh is to take 2,500 of the new cars and the Duluth, Missabe & Northern railroad 1,000.

Officers of car building companies in Pittsburgh say that there are pending orders for about 13,000 more cars from various railroads which will likely be placed in a short time. Small orders for completing equipment for summer business are being placed from time to time and these make a respectable showing.

E. C. BAKER.**E. C. BAKER CO****Civil, Mining and Municipal Engineering.
UNIONTOWN, PA.****SPECIALTIES:—Construction of Coal and Coke Plants; Develop-
ment of and Reports on Coal Properties; Highway Construction and
Municipal Improvements.****Engineers for 25 independent coal and coke companies in Fayette
and Westmoreland Counties, Pa., and Monongalia County, W. Va.
Bell Phone 385. Tel-State Phone 853.****H. M. Crawford.****L. C. Meckling.****E. L. Zearley****Fayette Engineering Co.****Civil, Mining and Consulting Engineers.****Mine and land surveys of all kinds. Plans, estimates and Super-
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honest enough to tell you WHEN NOT TO APPLY FOR A PATENT,
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for Fortunes****Are right here in the advertising columns of
The Courier. If what you are
selling has merit.****ADVERTISE IT.****An advertisement will sell it for you.****GEORGE F. BAER DIES****Reading Railway Head Was a Native
of Somerset.**

PHILADELPHIA, April 27.—George F. Baer, president of the Philadelphia & Reading railway, died at his home here last night. Mr. Baer was born near the village of Lavansville, Somerset county, Pa., September 28, 1842, the son of Major Solomon and Anna Maria Baer. He was educated at Somerset Institute, Somerset Academy and Franklin & Marshall College. When he was 13 years old he worked at the printing trade in the office of the One Hundred and Ninety-third Regiment of Pennsylvania Volunteers in August, 1862, and was elected captain. Mr. Baer participated in all the engagements up to and including Antietam, Fredericksburg and Chancellorsville, when he became adjutant general of the Second brigade.

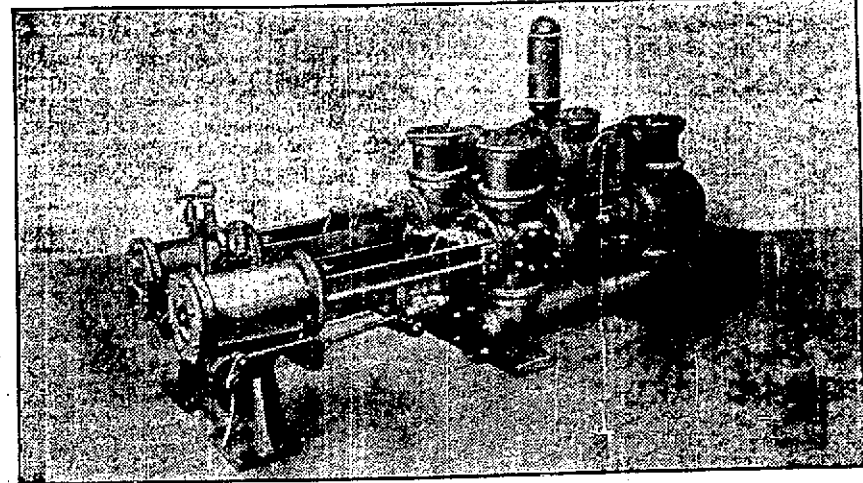
Resuming his legal studies at the end of the conflict, he studied in the office of his brother, William J. Baer, and in 1868 removed from Somerset to the Somerset Democrat. With his brother, Henry, he became one of the leaders in the county bar there.

Mr. Baer became counsel of the old Philadelphia & Reading railroad in 1870, thereby beginning a connection with the Reading properties which culminated April 3, 1901, with his election to the presidency.

ORDERED FOR DUTY.**Ensign Lynch's Offer Accepted by
Navy Secretary.**

GREENSBURG, April 27.—Ensign Charles McKenna Lynch, son of Thomas Lynch, president of the E. C. Frick Coke Company, has received orders from Secretary of the Navy Daniels to hold himself in readiness to answer a call.

At the first sign of war, Ensign Lynch, who is retired on full pay on account of ill health, offered his services to the navy.

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and Maryland
Coal Mines****Do you want to know about
them? Location of every mine
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MAP DIRECTORY OF MINES.
This coal operator in West
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Manufacturing & Mine Supply
Company,****CONNELLSVILLE, PA.****Sole manufacturers of the Lepley patents and designs, covering a full line of Mod-
ern High Grade Mine Equipment Machinery.****We have the largest and best equipped mine equipment plant in Western Pennsylvania, fitted exclu-
sively for the production of a high grade product. We manufacture****PUMPS.
ENGINES.
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SINGLE, DUPLEX OR TRIPLEX PATTERNS.
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FOR MINE, TANK OR MILL SERVICE.
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FIRST MOTION OR GEARED.
HEAVY STEEL PLATE CONSTRUCTION FOR HIGH
DUTY SERVICE.
BLOWING, EXHAUST OR REVERSING.
DRIVEN WITH PLAIN SLIDE VALVE, PISTON VALVE
OR CORLISS ENGINES.
SINGLE OR DUPLEX PATTERNS.
SIMPLE OR COMPOUND.
PLATFORM AND SELF DUMPING.
LARRIES, SCREENS, CHUTES, BULL WHEELS, HEAVY
GEARS AND SPECIAL MACHINERY.****TRUSTEE'S SALE
OF VALUABLE
Connellsville Coking Plants****The Fayette Title & Trust Company of Uniontown, Pa., Trustee under the mortgage of the Sun-
shine Coal & Coke Company dated July 1, 1912, recorded in Fayette county, Pennsylvania, in Mort-
gage Book Vol. 102, page 1, will offer for sale at public outcry on the days and at the places hereinafter
designated, all the right, title, interest and claim of the Sunshine Coal & Coke Company, in and to
the following described coke plants:****CYRILLA NO. 5****situate at Lynn Station, in Redstone township, Fayette county, Pa., and consisting of about 180 acres of
Pittsburgh coal, 137 acres of surface, 122 beehive coke ovens, 23 blocks of double houses, 8 other
houses, store building, barn, tippie, engine house, engines, boilers, electrical equipment, 99 mine cars,
2,800 feet of larry track, 3,800 feet of railroad siding, 12 horses and mules, and all tools and appliances
used in connection with said plant. In addition to the 180 acres of coal there is a large mined over
area, from which it is estimated that a considerable additional acreage may be recovered. A full descrip-
tion of the real estate to be sold may be had by referring to said mortgage.****This coal is of fine quality and has always made Standard Connellsville Coke. The plant is com-
pletely equipped and ready for immediate operation. It will be sold as a whole subject to the payment
by the purchaser of the taxes for the year 1914.****TERMS OF SALE:—\$25,000.00 cash on the day of sale; \$75,000.00 within 15 days thereafter,
when the deed for said premises will be delivered; balance in equal annual installments of \$100,000.00
each, with six per cent. interest from the day of sale, payable annually, to be secured by a judgment
bond and purchase money mortgage, containing a sixty day scire facias clause, with permission to antici-
pate payments.****On Saturday, May 9, 1914, at 2:30 o'clock P. M., on the premises, that certain coke plant known as****FRANCIS NO. 1****situate at Martin, Nicholson township, Fayette county, Pa., and consisting of about 120 acres of Pitts-
burgh coal, 330 acres of Sewickley coal, 475 acres of surface, 240 beehive coke ovens, 20 8-room houses,
2 ten-room houses, 2 twelve-room houses, 8 other houses, 3 shanties, store buildings, tippie and washer,
brick boiler house, two 100-H. P. generators, three 100-H. P. boilers, 2 electric mining machines, 2 elec-
tric locomotives, 2 electric larrys and larry trailer, 250 mine cars, 300 feet of larry track, 1,400 feet of
siding, 25,000 feet of electric wire, 31 horses and mules, and all tools and appliances used in connection
with said plant. A full description of the real estate to be sold may be had by referring to said mort-
gage, from which, however, should be deducted a tract of 4,949 acres of surface conveyed to Frank
Blackshire, Deed Book 133, Page 103.****At this plant both the nine-foot and five-foot veins are under development. It will be sold as a
whole, subject to the payment by the purchaser of the taxes for 1914 and subject also to the lien of the
following mortgages: Jacob Cover estate \$75,000.00, S. R. Provins \$15,000.00, W. H. Shroyer \$10-
000.00, T. S. Ladey \$7,500.00 and E. D. and Lucy Fulton \$5,000.00. The exact amount due on these
mortgages will be announced on the day of sale. The Jacob Cover mortgage covers a portion of the
Pittsburgh coal and the other mortgages are liens against the Sewickley coal and sundry tracts of sur-
face.****TERMS OF SALE:—\$10,000 cash on the day of sale; \$35,000.00 within 15 days thereafter, when
the deed for said premises will be delivered; balance in equal annual installments of \$35,000.00 each,
with six per cent. interest from the day of sale, payable annually, to be secured by a judgment bond and
purchase money mortgage containing a sixty-day scire facias clause, with permission to anticipate pay-
ments.****Further information, together with facilities for examination and survey may be had by applying to
A. PLUMER AUSTIN,
President of the Fayette Title and Trust Company, Uniontown, Pa.**